COMMUNITY MOBILITY CHAPTER

INTRODUCTION

Scottsdale's City Council adopted the Transportation Master Plan in 2008. The Master Plan was the first comprehensive look at the city's entire transportation system since the late 1980s. The goals and policies within the Community Mobility Chapter, along with the Transportation Master Plan, work together to guide transportation planning decisions for the community.

Community mobility, how Scottsdale residents, visitors, employees, and businesses travel through daily life, has an effect on quality of life. Scottsdale is a net importer of employment and is a regional retail center. This has a large impact on traffic in and around the city. It is critical that mobility and transportation choices continue to be available and that transportation issues are examined at a regional, as well as, local level.

Alternative choices to the automobile that are efficient, accessible, and comfortable, can also challenge the reliance on the automobile and help reduce congestion on streets. To further reduce congestion during peak driving times, employers should consider supporting telecommunications and different types of transportation other than the car such as car- or van- pooling and alternative work schedule programs.

In Scottsdale, the automobile will remain an important way of travel. To maintain mobility, land use and transportation policies must emphasize live, work, and play relationships and more efficient and accessible transportation options. In addition, to reduce traffic congestion and impact on the built environment, appropriate land use decisions must be sought which help reduce the length and number of automobile trips.

The Community Mobility Chapter approaches "traditional" transportation planning in a different way. It recognizes the role of the automobile, but expands the field of mobility to fully integrate non-automotive modes such as public transit, air travel, cycling, and walking. It also recognizes the inter-relationships among transportation, land use, and neighborhoods. Different areas within the city may have unique mobility needs requiring solutions specific to these areas. The Community Mobility Chapter's goals and policies concentrate on providing safe, efficient, and accessible transportation choices.

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Contents

The following elements are included in the Community Mobility Chapter:

CIRCULATION ELEMENT

BICYCLING ELEMENT

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CIRCULATION ELEMENT

The transportation system is the backbone of the city, supporting its economy and serving and influencing its land use patterns. Historically, Scottsdale has grown up with the automobile as the primary mode of transportation. Although the automobile will likely remain the primary mode of transportation, it is important to provide alternatives to diversify the city's transportation system. The alternatives will provide greater accessibility for residents, employees and employers, and visitors, alleviate pollution and congestion, and serve and influence land use patterns.

The Circulation Element recognizes the relationships among transportation, land use, neighborhoods, and growth areas. The goals and policies are closely related and direct new development to areas of the city that are already served by public transportation services as well as emphasizing pedestrian- and/or transit-oriented design in new development. This element stresses the importance of making more efficient use of the existing transportation systems that serve these areas as well as strong inter-jurisdictional coordination, which is critical because transportation connections and project impacts do not stop at local boundaries.

The Circulation Element's goals and policies concentrate on accessibility, enhancement, trip reduction, and impacts of future land development activity. This element is to be used as a guide to provide a variety of transportation choices and increase efficiencies of the current system.

Goals and Policies

GOAL C 1.

Reduce the number, length, and frequency of automobile trips to improve air quality, reduce traffic congestion, and enhance quality of life and the environment.

POLICIES

C 1.1. Emphasize live, work, and leisure relationships in land use decisions that will reduce automotive trips and support alternative modes including, but not limited to, pedestrian paths, equestrian trails, cyclist routes, and transit.

C 1.2. Foster vehicular trip reduction utilizing techniques that include, but are not limited to, telecommuting, alternative schedules, carpooling, vanpooling, and transit incentives.

C 1.3. Work with employers in growth and activity areas to provide incentives and encouragement for trip reduction strategies.

C 1.4. Integrate transportation infrastructure including, but not limited to, park and ride lots and transit centers along regional corridors and within growth and activity areas.

C 1.5. Promote nonmotorized travel for short neighborhood trips.

C 1.6. Use transportation demand management (TDM) techniques to reduce capacity demands on transportation networks.

GOAL C 2.

Develop an effective and connected multi-modal transportation system.

POLICIES

C 2.1. Integrate alternative and/or nonmotorized modes of transportation along regional networks.

C 2.2. As technology changes over time, explore opportunities for alternative modes of transportation.

C 2.3. Integrate employment and mixed-use land uses into the multi-modal transportation system.

C 2.4. Provide nonmotorized routes, as well as, transit options including, but not limited to neighborhood connectors or dial-a-ride type services.

C 2.5. Utilize drainage ways, vistas, scenic corridors, and public open spaces as opportunities to expand nonmotorized connections throughout the community.

C 2.6. Connect and support a diversity of mobility choices to and within areas that contain the greatest intensity of development (i.e. growth and activity areas).

C 2.7. Actively work with adjacent jurisdictions to ensure that mobility choices are not adversely affected and continuity is maintained.

C 2.8. Examine an area's connectivity at each planning level (i.e. citywide, character area, and neighborhood level).

C 2.9. Continue implementation of the regional bicycle system including both on- and off-street facilities.

GOAL C 3.

Protect neighborhoods from negative impacts of regional and citywide transportation networks.

POLICIES

C 3.1. Control access to and from regional corridors to protect the mobility of these corridors; and design citywide networks to balance access with mobility to further protect neighborhoods from regional or citywide traffic.

C 3.2. Design neighborhood street layouts that reduce speeding and noise, provide greater and safer opportunities for nonmotorized modes, and create an environment where the neighborhood can flourish.

C 3.3. Partner with neighborhoods to develop solutions that alleviate negative effects of regional and citywide transportation networks.

C 3.4. Provide dedicated open space and buffering in roadway design to protect neighborhoods.

C 3.5. Preserve reasonable emergency access through neighborhoods, balancing the potential for neighborhood street restriction including, but not limited to, traffic calming, street narrowing, and speed humps, with emergency accessibility.

GOAL C 4.

Carefully plan for future circulation expansion.

POLICIES

C 4.1. Consider a variety of available financing mechanisms to fund transportation improvements in a time efficient manner.

C 4.2. Explore partnerships and privatization as a means to provide additional mobility choices.

C 4.3. Maintain expansion options for existing and potential network needs in order to efficiently serve the community's future mobility needs.

C 4.4. Plan for alternative routes and modes to provide options in the event that expansion of existing routes is not possible.

C 4.5. Preserve existing and/or acquire new public rights-of-way to ensure that mobility networks can be sufficiently expanded to accommodate multi-modal uses.

GOAL C 5.

Design and continuously improve transportation corridors to enhance movement of people, goods, and services.

POLICIES

C 5.1. Employ appropriate technologies that will more efficiently move people, goods, and services throughout the networks, increase the effective capacity of roads, and reduce traffic congestion.

C 5.2. Coordinate transportation planning with land use planning to provide a continuous and integrated system of mobility.

C 5.3. Consider the use of grade separations to enhance safety, provide mobility choices, and to connect neighborhoods to other neighborhoods and high demand locations.

C 5.4. Continuously manage the physical carrying capacity of citywide networks to efficiently move people, goods, and services.

C 5.5. Strive for inter-modal connections that are functional so that movement between types of transportation options is convenient and uninterrupted.

C 5.6. Develop innovative designs to reduce conflict points between various means of travel.

C 5.7. Recognize the diversity of neighborhoods throughout the city and their different mobility needs.

C 5.8. In maturing neighborhoods explore retrofitting of aging infrastructure, redesign of streets, and connections for nonmotorized traffic to augment livability and safety.

C 5.9. Plan roadway modifications based upon forecasted future volumes to minimize disruption of the street due to construction.

C 5.10. Recognize and support the Scottsdale Airport as an integral mode of transportation.

GOAL C 6.

Maintain Scottsdale's high aesthetic values and environmental standards in the city's transportation system.

POLICIES

C 6.1. Sensitively integrate streets designated as Scenic Corridors into natural desert setting and preserve the integrity of the scenic setback.

C 6.2. Sensitively integrate infrastructure along street rights-of-way within the local setting.

C 6.3. Celebrate and define a unified identity for Scottsdale by incorporating a consistent palette of colors, materials, and public art into transportation infrastructure.

C 6.4. Retrofit or redesign mobility systems for environmental sensitivity and high aesthetic value.

C 6.5. Promote the use of alternative fuels and provide preferred parking for low-emitting and fuel-efficient vehicles.

C 6.6. Promote comfortable paths and trails by providing shade.

C 6.7. Reflect an image that is uniquely Scottsdale in regional corridors through unified streetscapes, street signage, and public art.

C 6.8. Promote consistent accessibility and wayfinding elements to be standardized and used throughout regional systems.

C 6.9. Provide a pedestrian comfort and amenities commensurate with street design and character.

C 6.10. Be sensitive to wildlife corridors, habitat, and trail crossings when planning mobility routes through and adjacent to the preserve.

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GOAL C 7.

Actively work with adjacent jurisdictions and quasi-governmental agencies to coordinate all planned and existing regional links.

POLICIES

C 7.1. Reduce mobility delays and hindrances by coordinating local and regional construction projects.

C 7.2. Coordinate with regional and federal aviation authorities on aviation issues and opportunities.

C 7.3. Implement regional transportation plans with adjacent jurisdictions.

C 7.4. Support an active partnership between Scottsdale citizens, government, and businesses in the development and implementation of transportation and technology solutions.

GOAL C 8.

Work with school districts and neighborhoods and promote opportunities to satisfy their different mobility needs.

POLICIES

C 8.1. Promote school site design that supports nonmotorized travel for students and personnel by accommodating direct links between schools and neighborhoods in a manner that minimizes exposure to vehicles.

C 8.2. Locate elementary schools along minor collector streets so that they are accessible, but exposed to low volumes of traffic.

C 8.3. Locate middle schools along collector streets where they are accessible from relatively long distances.

C 8.4. Locate high schools close to arterial streets, in areas that can accommodate the activities generated.

C 8.5. Provide adequate parking and student drop-off areas so that these activities do not occur off the school property.

C 8.6. Require safe and accessible transportation routes to schools.

C 8.7. Work with the school district to create safe access to schools through methods including, but not limited to:

- "Safe Routes to School" program;
- Pedestrian and bicycle routes;
- School site design;
- Traffic and safety management measures.; and
- Traffic patrol and enforcement.

GOAL C 9.

Create a transportation system that is accessible to all users.

POLICIES

C 9.1. Consider the needs of the entire community and the special needs of children, the elderly, and people with impaired mobility in the planning and design of the transportation system.

C 9.2. Design transportation facilities to be in conformance with standards established in the Americans with Disabilities Act.

C 9.3. Enhance inter-modal access for individuals with impaired mobility. Ensure that people with disabilities are provided equitable access to work, home, and community destinations.

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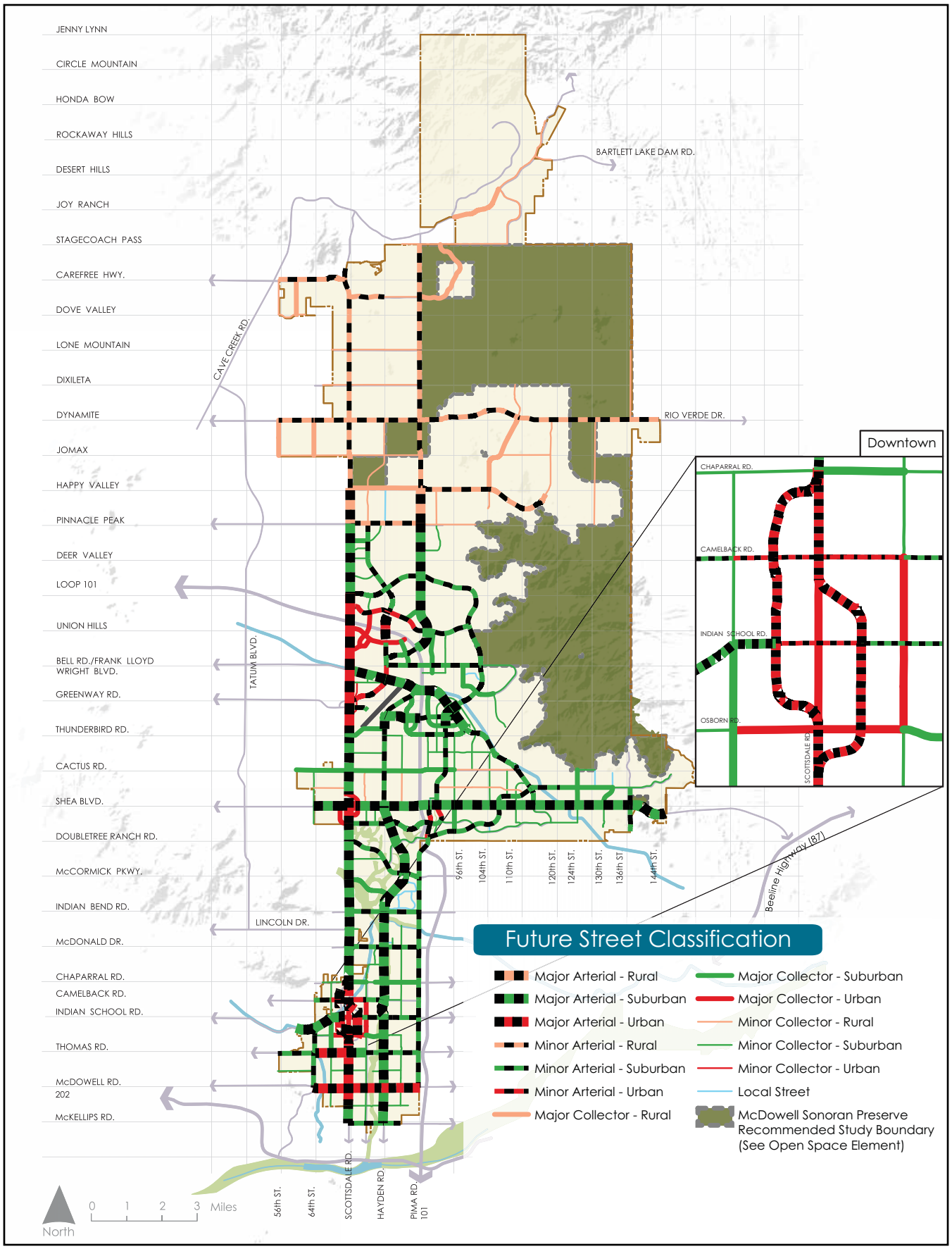
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RIO VERDE DR.
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SCOTTSDALE RD.
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Downtown
CHAPARRAL RD.
CAMELBACK RD.
INDIAN SCHOOL RD.
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SCOTTSDALE RD.
Future Street Classification
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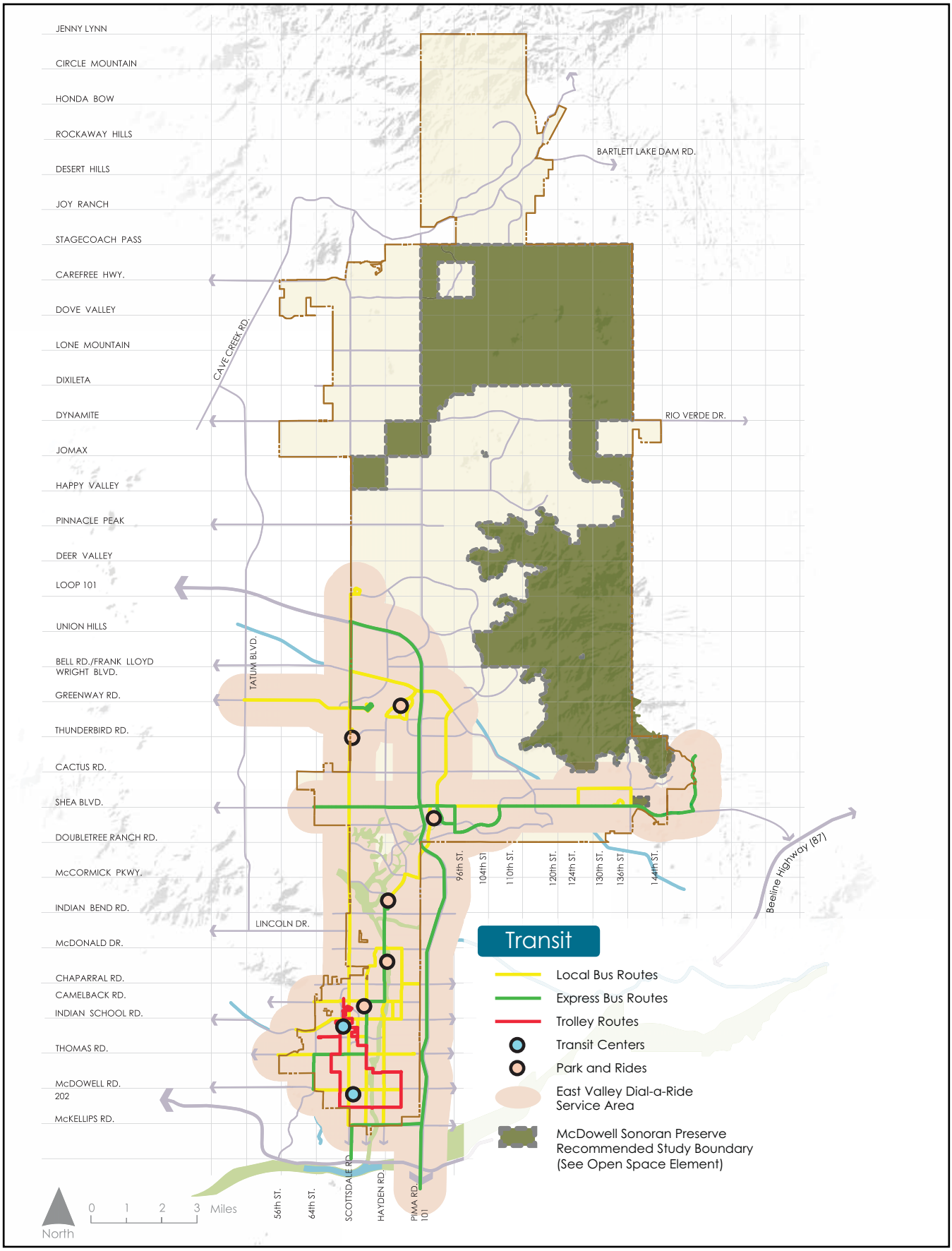
Major Arterial - Suburban
Major Arterial - Urban
Minor Arterial - Rural
Minor Arterial - Suburban
Minor Arterial - Urban
Major Collector - Rural
Major Collector - Suburban
Major Collector - Urban
Minor Collector - Rural
Minor Collector - Suburban
Minor Collector - Urban
Local Street
McDowell Sonoran Preserve Recommended Study Boundary (See Open Space Element)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Local Bus Routes
Express Bus Routes
Trolley Routes
Transit Centers
Park and Rides
East Valley Dial-a-Ride Service Area
McDowell Sonoran Preserve Recommended Study Boundary (See Open Space Element)

BICYCLING ELEMENT

The City of Scottsdale currently maintains a wide network of on-street and off-street bicycle facilities. The on-street and off-street bicycle networks are not mutually exclusive and both are necessary. Since homes, offices, and employment centers are located along streets, many cyclists and pedestrians use streets to reach their destinations. A commute to work by bicycle will typically begin on a residential street and end on an arterial street. Many experienced cyclists prefer to bicycle on the streets where they can travel greater distances in a shorter time.

The off-street network provides a more relaxed environment and fewer interactions with motorized traffic, although path users must still watch for cars at driveways, street crossings, and intersections. Paths like the Indian Bend Wash have grade-separated crossings at many roadways and can provide uninterrupted travel for long distances. Paths are appropriate locations for casual cyclists and children, as well as, faster cyclists when few other users are present. Since bicyclists share paths with pedestrians, runners, strollers, dogs, and horses, they must adjust their speeds to share the path or to safely pass other users. Many commuter cyclists will use a path for part of their ride to work, combining the use of on-street and off-street facilities to reach their destinations.

Scottsdale is recognized as a bicycle friendly city because it actively supports cycling and encourages residents to use bicycles as an alternative mode of transportation and for recreation. The goals and policies of this element provide a guide for a safe, connected, and convenient on-street and off-street bicycle network.

Goals and Policies

GOAL B 1.

Develop continuous and interconnected bicycle systems.

POLICIES

B 1.1. Promote convenient connections between on-street and off-street bicycling networks throughout the city and with adjacent jurisdictions.

B 1.2. Participate in regional bikeway planning efforts.

B 1.3. Continue to facilitate the integration of bicycle lanes on new or improved arterial streets.

B 1.4. Continue to expand off-street bicycling networks.

B 1.5. Identify opportunities for restriping streets to accommodate bicycle lanes.

B 1.6. Employ the use of wayfinding techniques for shared-use paths and trails to assist in the ease of navigation, detectable warnings, and increase the comfort of bicycle ridership.

B 1.7. Accommodate bicyclists on transportation networks and in parking facilities.

B 1.8. Develop on-street bicycle connections wherever possible in conjunction with planned off-street trail systems.

GOAL B 2.

Incorporate a comprehensive and proactive bicycle program that promotes safety, education, and enforcement.

POLICIES

B 2.1. Promote safe bicycle access from neighborhoods to schools, parks, and recreational facilities.

B 2.2. Promote educational awareness of bicycling safety and the availability of bicycling opportunities.

B 2.3. Strive for the removal of physical and regulatory barriers to increase bicycling safety.

B 2.4. Identify opportunities to coordinate safety measures at grade separations, mid-block crossings, and intersections for bicyclists to use to safely travel through inter-modal transportation systems.

B 2.5. Promote a variety of bicycle facilities including, but not limited to, bicycle parking, bicycle lockers, and shower facilities at major destinations.

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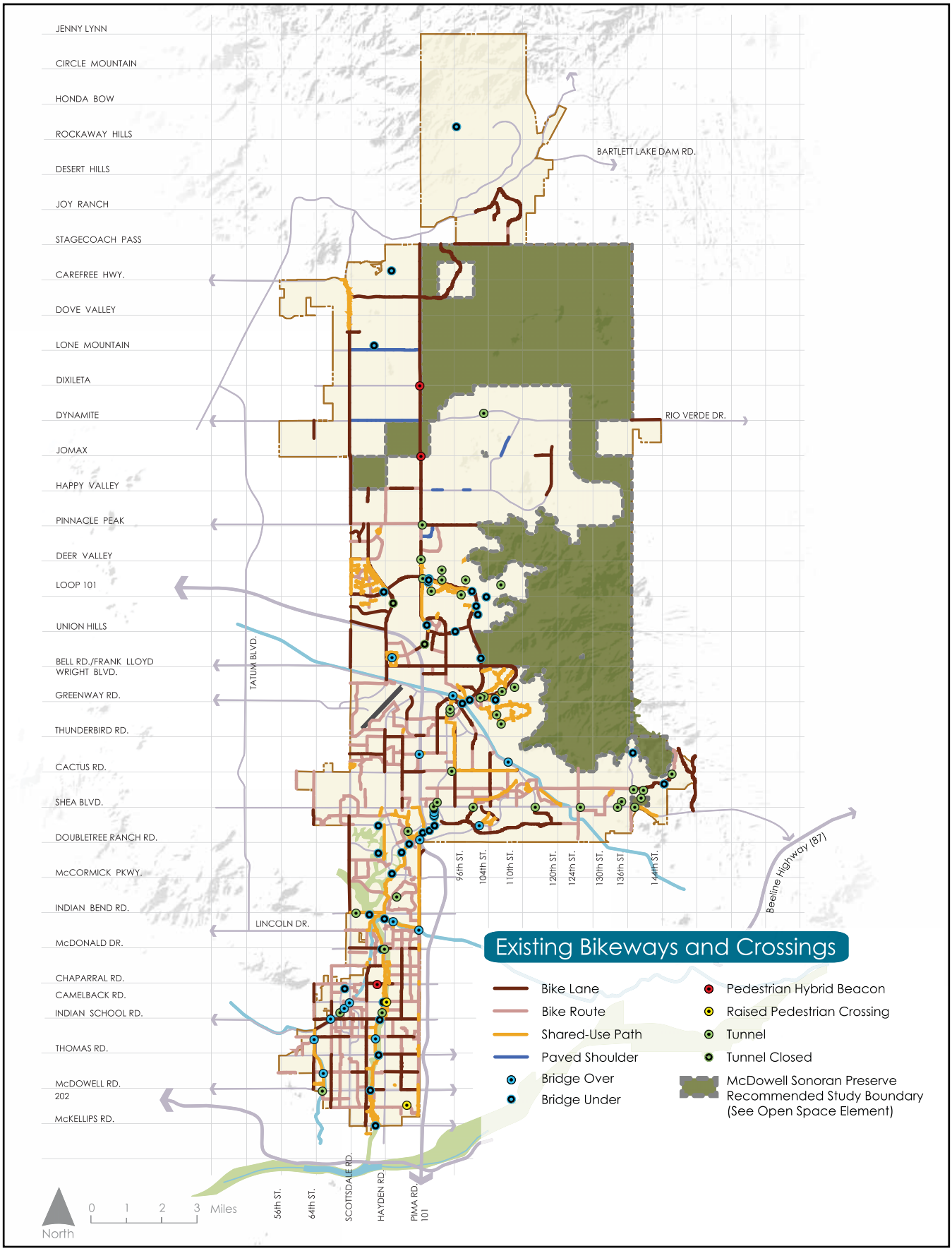
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(See Open Space Element)